

Temporary Draft

August 1, 1994

TO: Minerals File

FROM: Lynn Kunzler, Reclamation Specialist

RE: Site Inspection, U.S. Ferto Corporation, Clawson #1, #2, #3 Mine, M/039/006, Sanpete County, Utah

Date of Inspection: July 22, 1994  
Time of Inspection: 1:00 pm  
Conditions: Cloudy  
Participants: Lynn Kunzler, Travis Jones; DOGM

Purpose of Inspection: Determine Operational Status of Mine

In April, 1994, the Division was notified by the U. S. Forest Service that this operation had been granted patent on their mining claims, which would then make DOGM lead agency. A search of the files at that time determined that this site was a previous DOE site and a NOI had never been filed. It was also determined that the operator never received notice from DOGM regarding the need to convert all previous DOE's to a mining notice. Several attempts were made to contact the operator by phone and mail, with no success in reaching him. Subsequently, it was determined to make an unannounced inspection in hopes of contacting the operator and to inspect the site conditions. U.S. Forest Service personnel had indicated that equipment had been observed parked by the access road to the mine.

Access to the mine is via a dirt road (1.6 miles) which heads east of the town of Milburn, Utah (by abandoned stone building). The mine is on the hill to the left of the access road (the road ended just past the mine site).

The access road involves about 3.75 acres (assuming an average width of 20 feet). The mine site was estimated to involve about 3 acres. If the access road is considered part of the operation, then this site should be considered a LMO (other than mine access, it appeared that the road is used only for a stock driveway and recreation (limited) access to the Forest above the site).

The only activity we found at the site was that someone had driven a recreational vehicle (ATV) on to the site since the last storm (6-8 weeks). This was determined by the soil crust being broken in the ATV tracks. There was evidence that a tracked vehicle (cat, track hoe, or ?) had been on site, but due to the nature of the tracks being crusted and the vegetational materials over the tracks, it was determined that this was sometime last year.

Apparently the last time equipment was on site, earthen material had been pushed up against the highwall and what appeared as underground access adits (portals) had been partially filled. Access could have been made into these adits without difficulty. Also of safety concern, there was areas where there was overhanging rock above the highwall.

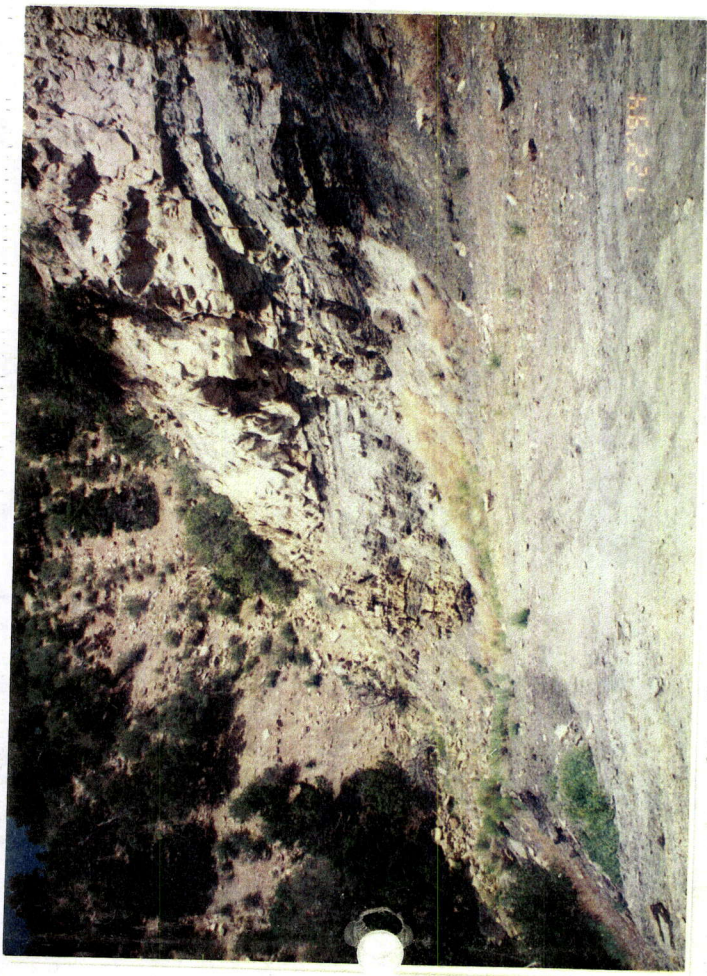
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While the file indicates that the access road had been upgraded by the operator, it was in poor condition with considerable exposed rock making a rough surface. There was two areas where the outslope has been eroding. Both places were at locations where small drainages crossed the road. Apparently, no culverts had been installed.

Several photos of the site and access road were taken to document site conditions

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